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OCT 23 2007

ATTY DOCKET NO.  
13-DV-132639B

DOC. ID  
132639D

IN THE CLAIMS:

Please amend the Claims as follows:

Claim 1. (original) In an aircraft powered by a gas turbine engine containing an igniter which is fed by a power cable which is surrounded by a conductive shield connected to a system ground, a method comprising:

- a) detecting current pulses in the shield; and
- b) in response to detected current pulses, issuing to a pilot station in the aircraft a signal indicating presence of spark in the igniter.

Claim 2. (previously amended) Method according to claim 1, further including said igniter and power cable being surrounded by conductive shielding, the method further comprising:

- a) maintaining a coil outside the shielding; and
- b) the detecting current pulses includes detecting induced current in the coil.

Claim 3. (original) Method according to claim 2, wherein no components involved in detecting the current pulses penetrate the conductive shielding.

Claim 4. (original) Method according to claim 2, wherein the current pulses have a duration D and a frequency F, and wherein detecting the current pulses comprises:

- i) maintaining a series RLC circuit, comprising inductor L, resistor R, and capacitor C, wherein
  - A) the inductor L comprises the coil, and
  - B) the RLC circuit amplifies signals induced by the pulses.

ATTY DOCKET NO.  
13-DV-132639B

DOC. ID  
132639D

Claim 5. (original) Method according to claim 2, wherein (1) the current pulses generate voltage pulses in the coil, (2) the coil has an inductance L, and (3) detecting the current pulses comprises:

- i) connecting the coil to a circuit containing a resistance R and a capacitance C; and
- ii) using a value of capacitance C which causes amplification of the voltage pulses.

Claim 6. (original) Method according to claim 5, wherein the amplification of the voltage pulses causes a voltage signal to appear across the capacitance C which is greater than voltage appearing across the coil in the absence of the circuit.

Claim 7. (original) In an aircraft powered by a gas turbine engine containing an igniter which is fed by a power cable which is surrounded by a conductive shield connected to a system ground, a apparatus comprising:

- a) a detector for detecting current pulses in the shield; and
- b) an annunciator for issuing a signal indicating presence of spark in the igniter to a pilot station in the aircraft.

Claim 8. (original) Apparatus according to claim 7, wherein the signal is issued based on the current pulses.

Claim 9. (original) In an aircraft powered by a gas turbine engine containing an igniter which is fed by a power cable, said igniter and power cable being surrounded by conductive shielding, apparatus comprising:

ATTY DOCKET NO.  
13-DV-132639B

DOC. ID  
132639D

- a) a coil outside the shielding;
- b) a detector for detecting current pulses in the coil;  
and
- c) an annunciator for issuing a signal indicating presence of spark in the igniter to a pilot station in the aircraft, in response to detected current pulses.

Claim 10. (original) Apparatus according to claim 9, wherein no components involved in detecting the current pulses penetrates the conductive shielding.

Claim 11. (original) Apparatus according to claim 9, wherein the current pulses have a duration  $D$  and a frequency  $F$ , and further comprising:

- i) a series RLC circuit, comprising inductor  $L$ , resistor  $R$ , and capacitor  $C$ , wherein
  - A) the inductor  $L$  comprises the coil, and
  - B) the RLC circuit is resonant at a steady-state sinusoidal frequency  $F(\text{res})$ , wherein  $F(\text{res})$  lies within the range  $(0.8)(1/D)$  to  $(1.2)(1/D)$ .

Claim 12. (original) Apparatus according to claim 9, wherein  
(1) the current pulses generate voltage pulses in the coil,  
(2) the coil has an inductance  $L$ , and further comprising:

- i) a connection between the coil and a circuit containing a resistance  $R$  and a capacitance  $C$ , wherein the value of capacitance  $C$  which causes amplification of the voltage pulses.

Claim 13. (original) Apparatus according to claim 12, wherein the amplification of the voltage pulses causes a voltage

ATTY DOCKET NO.  
13-DV-132639B

DOC. ID  
132639D

signal to appear across the capacitance C which is greater than voltage appearing across the coil in the absence of the circuit.

Claims 14 - 18 (canceled)

Claim 19. (original) A method of operating a gas turbine engine which powers an aircraft, comprising:

- a) maintaining an igniter which is
  - i) surrounded by a housing, and
  - ii) fed by a power cable which is surrounded by a conductive shield which is connected to the housing; and
- b) detecting current in the shield, housing, power cable, or a combination thereof, but without electrically contacting the power cable, and, in response to detected current, actuating an annunciator at a pilot station in the aircraft, informing the pilot of the detected spark.

Claim 20. (original) Method according to claim 19, wherein the process of detecting current comprises:

- c) maintaining a coil adjacent the shield;
- d) inducing currents in the coil by currents in the shield;
- e) detecting induced currents in the coil; and
- f) issuing the signal in response to detection of the induced current.